

Today's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"ESMERALDA,"
Captain G. A. Taylor, will be despatched for the above port on TUESDAY, the 16th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN TOMES & Co.,
General Managers.

Hongkong, 13th November, 1897. (1712)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"TRIESTE,"
Captain A. Mills, will leave for the above places on SATURDAY, the 20th instant, P.M.

For Freight or Passage, apply to
SANDER & Co.
Agents.

Hongkong 13th November 1897. (1714)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON,"
FROM ANTWERP, LONDON, PORT SAID AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Italy, ex S.S. *Suffol*.

From Madras, ex S.S. *Scandura*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 19th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage, obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 13th November, 1897. (1715)

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship "GLENHARN,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 27th instant, otherwise they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant at 11 A.M.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 13th November, 1897. (1713)

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with full details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 13th October, 1897.

Intimation.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. (1716)

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 13, 1897.

GAMBLING IN GOLD.

One of the principal characteristics of the British as distinguished from other systems of government is its elasticity, its readiness to break loose from hard-and-fast rules and adapt itself to all manner of circumstances independent of cut-and-dried theories and established principles.

This disposition to cast principles aside and launch out on new departures can only be excused when successful in its results; if its effects happen in any instance to be generally beneficial to all concerned, we overlook technical offences. But there is no justification for any violation of principle which does damage to all concerned.

The ancient proposition that "it is lawful to do evil that good may come" is not accepted in principle, but in practice it usually passes without serious opposition—when it has proved successful. But it is only a condoning of an offence, not an endorsement of a policy. To violate sound principles is bad, and though it may be excused, where the result has turned out satisfactory, it is still bad. When the result is disastrous there is no excuse whatever; mere "good intentions" are the plea of a blunderer who cannot safely be accorded any indulgence. If a man has "played the game" correctly and lost, his failure is an honourable one; if he has broken the rules and lost, he deserves no mercy. If a merchant keeps his books right, trades legitimately, and becomes insolvent, he is discharged creditably by the bankruptcy court; but if he has gambled, juggled, and swindled, and of the best counsel he could get, he suffers short shrift.

That is the position of the Hongkong Government with regard to its gold loans. When we say "Government," perhaps we should explain that the *advisors* at Government House is helpless in the hands of the Downing Street clerk who sits at the Eastern Crown Colony desk. We must not so much blame Sir WILLIAM ROBINSON, poor thing; he did not wish nor attempt to fight, but it made little difference, for only a phenomenally strong man could have resisted successfully. The Secretary of State for the Colonies decided that Hongkong should have gold loans, and the Governor was his "most obedient, humble servant," and we lose millions in consequence. The colony stands to lose just half a year's income at the present rate of exchange, that is to say that each wage-earner of Hongkong is robbed of a month's salary, roughly computed. The officials who whine for exchange compensation do well to ponder over the compensation due to the rate-payers for exchange payments forced on them by a misguided official gamble in gold. Every man has to pay his share; the humble individual who is not wealthy enough to pay taxes has to pay a few cents more on every purchase he makes, till an extra million and a quarter of dollars have been made up from the 200,000 people of Hongkong, rich and poor in fairly equal proportion. Women and children, not wage-earners, must make at least half of the population; and of the adult males, the bulk consists of Chinese coolies at \$10 or less per month, to pay among them over a million dollars, so that one month's pay doctored out of the twelve cannot be far wide of the mark. But what is a month's pay to us? We can bear it; anyhow, we do willingly? Do we enjoy losing a month's pay needlessly, without reason or benefit, solely through the blundering of somebody whom we have never seen, and who probably knows Hongkong only as a fly-speck on the map?

We speak of squandering millions, and yet the officials have claimed that the gold loans were really economies. Either they or we must be wrong. If we can show that they are wrong, perhaps in future they will listen to our advice; or perhaps not—confession of error is not usually the besetting sin of officialdom. "Pecuniary" is not a popular word with anybody, and we have never yet heard Sir W. Robinson sling it; personally we neither trust nor respect any man entirely till we have heard him sling this penitent chant, once, bravely and honestly, *ore subito*. Here is an opportunity for His Excellency to say, if not "I made a bad blunder," at any rate "The Secretary of State drove me into a bad blunder;" and the corollary is that, in future, when able and earnest men protest against official action, the protest should be given some weight, instead of being jeered at, and exultantly torn to tatters, and made the butt of satirical rhetoric. Sir

G.T.M. O'BRIEN made magnificent orations on his gold loan proposition, and pulverised the meek and modest men who knew what they were talking about, but had not the Irishman's "gift of the gab." And his speech costs us now, at 1s. 11d. to the dollar, \$1,222,195.42.

How is this figure determined? The Government statistics, published on the application of the Hon. T. H. WHITEHEAD, are very clear, in the form he specified.

In 1897 a gold loan of £200,000 was raised, and has been repaid year by year at the rate of £7,072 per annum, plus interest at four per cent on outstanding sum, and these payments have gradually risen from \$44,655 to \$66,075, because the dollar was 3s. 2d. in 1897 and fell to 2s. 11d. last year. For this year it is 13d. lower, and the payments due from the colony are about \$81,121, unless the dollar drops further. Nearly double what was contemplated. From these figures, however, we have omitted to deduct 3 per cent interest saved by conversion of the loan in 1894 from 4 per cent, to 3 per cent. That saves some \$7,000 per annum at present, and of course as the loan is repaid by instalments there is a decrease in the interest and in the saving thereon. The payment this year should therefore be about \$74,000 instead of the figure stated above.

Then there was another £200,000 loan in 1893, at 3 per cent. It was raised at the rate of 2s. 7½d. per dollar, and the Colonial Secretary vented his sarcasm on the croakers (including the *Telegraph*) who suggested that the rate might fall below 2s. 6d. In fact, he confidently predicted a permanent recovery to 2s. 10d., and framed his Budget for the year at that rate. It is a pity he is not here now, that we might give him back his flouts and gibes; his Chief is still here, for a few months longer, but one might just as well prate to the "joss" in the Man Mo Temple of his high priest's misdeeds. The Colonial Treasurer, at Mr. WHITEHEAD's request, has furnished a tabular statement of this loan also, showing how the Colony has lost on it; but the Government laid a rash wager that exchange would not fall, and calculated that the annual payments should be under \$100,000 in round figures. Now the betting is against us, and we paid last year \$127,000, at 2s. 2d., probably \$138,000 this year at 1s. 11d.

Of the first loan £50,000 has been repaid, leaving the Colony indebted to the extent of \$340,000 on the two, as only a trifle has been put into the sinking fund of the second loan. This \$340,000 at to-day's rate of exchange (which has been the rate most of this year) is roughly \$1,435,000. That is what we have to repay out of taxes. But the money which we borrowed only brought us \$1,263,157 in 1897 and \$1,316,000 in 1893, or \$2,799,157 in all, so that without counting interest we are already clear \$100,000 out of pocket on this Government lottery.

Our rate of interest, moreover, though fixed at 3 per cent in sterling, is an approximate rate, and the money which we exchanged into silver at the outset, we have always to pay a gold \$3 10s. for every \$768 which our loan realised, that is to say we are now paying \$35.37 on each original \$768, or 4 per cent. If we had banked the gold, instead of turning it at once into silver, of course 3 per cent. would be 3 per cent. still; but we put the principal into silver and left the interest in gold, so we now pay over 4 per cent interest.

However, the interest is not such a great item; while we are piling money into the sea of speculation, a few mere thousands one way or the other are not worth counting. What is worth counting is the repayment of principal. We obtained \$400,000, but we obtained it at rates that brought us only \$2,799,000; what we have repaid and have yet to repay will total (if exchange does not alter) over \$4,500,000, nearly five million dollars, including commission, brokerage, etc. but exclusive of interest.

The moral of it all is that Governments ought to give their undivided attention to the task of governing, and any Colonial Treasurer or Secretary or other false prophet who flouts the opinions of able men, and dabbles with the rate-payers' money in financial *for-lan*, is a dangerous person requiring to be put under restraint. When a dishonest cashier loots the Colonial Treasury, the money is not lost, but goes to the good of trade in one way or another; when it is dissolved in transit from London to Hongkong or *vice-versa*, it does no good to any of us, and there is not even the cold comfort of putting somebody in gaol for the transaction. But gaol is not the place for a Civil Service bureaucrat who fancies he knows more about exchange than all the men who make their living on it.

The Unofficial Members of the Council were not agreed on this loan; Mr. BELL-INGHAM supported the Government, and Dr. Ho Kaiabastated from voting. The others, who are all clever financiers, opposed the loan strenuously. Their reasons were all different. Mr. CHATZ thought a gold loan might be desirable but it would be better to wait, and see how silver would go, as the time was critical. Mr. BELLINGHAM was against any loan, and predicted that the Colony would suffer from a fall of silver so severely that any burden would be undesirable, whatever shape it might take; he urged that Hongkong needed to be perfectly unencumbered in the next few years. Mr. WHITEHEAD was the only one whose diagnosis turned out absolutely correct in detail. He predicted the failure of the Bimetallic Conference from which so much was then expected; he predicted a further heavy fall of silver, and he protested vigorously that even if silver should rise, even if the loan should turn out a good speculation, still it was wrong for a Government ever to speculate at all. That was a point which did not depend on prophetic powers; it is a principle which speaks for itself. But the Government was determined to gamble, and the

Colonial Secretary was put up to taunt Mr. WHITEHEAD with lack of administrative ability and to say he was not amenable to reason. If ever there was in the history of the world a vindication of any man's administrative ability, it is here. Mr. WHITEHEAD is not an orator, and probably never will be, for men of judgment and action are seldom men of words also. In a rhetorical sparring-match he is helpless; at the Council meeting on that disastrous day the fireworks blazed and spluttered over his head like lightning on the Peak, and he was just as mute, powerless to prevent it. But the brilliant flash is gone, and the Peak stands where it stood then.

We have from time to time advocated the granting of real legislative power to Hongkong, the establishment of an unofficial majority in the Council. The Colony loses millions by not having such power. The heavy loss on the gold loan would have been avoided if there had been an unofficial majority, and officials authorised to vote according to their judgment instead of by order. If a dead loss of a million and a quarter on a single transaction is not enough to stir up the ratepayers to resolute action, they deserve to lose more.

TELEGRAMS.

REUTERS' MESSAGES.

BYE ELECTION.

LONDON, November 11th.

At the election at Liverpool to replace Mr. Bigham, who has been appointed a Judge, Macaulay, the Unionist candidate, polled 2,711 against the Radical candidate's 2,557.

EGYPT AND THE SOUDAN

EXPEDITION.

The expenditure on the Nile expedition is seriously crippling all the Egyptian departments.

GREAT BRITAIN ON THE WEST

COAST OF AFRICA.

Col. Northcott and staff have arrived at Cape Coast Castle and proceeded inland with 1,700 carriers.

(From El Comercio).

CUBA.

MADRID, November 6th.

By official telegram received from Cuba we have notice that the generous policy adopted by General Blanco there has been well received, and that in consequence he hopes very soon to have the island completely pacified.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.38 per £.

THE English mail is expected here about noon to-morrow.

LADY Carlington arrived here by the P. & O. steamer *Canton* this morning.

THE second yacht race of the season was held this afternoon and was won by Mr. Dealson's *Erica*. The late hour at which the race was finished prevents the publication of details.

WE hear the Government has at last got a move on in respect of the permanent memorials of the Queen's Diamond Jubilee, having appointed Mr. Rogers, late of the R. E., overseer of works on the Jubilee Road round the island.

THE chamberly case was re-opened at the Magistrate to lay and the sentence on Pang Koon Chi, broker, who was fined \$100 and sentenced to six weeks' imprisonment with hard labour, was altered to six weeks' imprisonment without hard labour. Mr. C. D. Wilkinson appeared for the prisoner.

WE are requested to state that owing to unavoidable circumstances which will prevent some of the officers and a good many of the members from attending, Perseverance Lodge at 9 p.m. on Tuesday, the 16th instant, the meeting will be held at 5 for 5.30 p.m. instead, when the business noted on the summons will be transacted.

AT a regular meeting of Lodge St. John held at the Masonic Hall last night the following were elected Officers for the ensuing year:—

R.W.M. Mr. W. Farmer.

S.W.M. J. L. Head.

W.J.W. G. G. Burnett.

Treasurer C. Parkinson.

Secretary F. Howell.

S.D. J. Burgess.

J.D. A. Well.

Organist J. M. Farr.

Seward W. Osborn.

Director of Ceremonies J. C. G. Schild.

L.C. W. Robertson.

Tyler F. W. Powell.

THE Gas Company has a big contract on hand with the Government to replace most of the old-style flickering gas burners in use in the city and suburbs with the patent "Weibach" jets.

Already a very great improvement has been effected in lighting of the city and the suburbs of Yau-mat, Kowloon and the Peak. In the latter district the large double light erected close to the chair stand is especially noteworthy as it is the best light in the whole district and is placed just where it is most needed. There seems to be quite a boom in "Weibach" burners just now, and Mr. Bamsey and the other experts in the Gas Co's employ are busy from morning till night executing orders for these new, economical and exceedingly effective lights.

EXCELLENT arrangements have been made for the Hongkong Volunteer's promenade concert to be held on Tuesday next in honour of the visit of the Straits and Shanghai clefters. Six leading amateur vocalists are taking part and the "celebrated troupe of Stanciers' Scamp Minstrels," who also appear on the programme, will prove amusing in their quips and jokes. Capital songs have been selected and much credit is due to Mr. Grimble who has been very energetic in the musical arrangements. The Volunteers will also give an exhibition of cavalry sword and lance exercise and display of bayonet work. The band of the West Yorks will also be in attendance and altogether a most enjoyable evening's entertainment will be the result.

INTERPORT CRICKET MATCH.

HONGKONG AND SHANGHAI V. STRAITS.

The fourth and last match of the Interport series was begun on the Club Ground to-day, a combined Hongkong and Shanghai team playing the Straits. After the exciting finish of yesterday a good deal of interest was evinced as to how the "allies" would shape against their redoubtable opponents. The best of Hongkong and Shanghai were picked for the combined team and Mr. M. D. Wood was elected captain. Captain Talbot captained the Straits team and won the toss. There was a good attendance from the off-set, but it was not nearly so large as at noon and after. Play was a little late in starting owing to the quantity of "wreck" in the shape of fish lanterns, &c., that had to be cleared away after last night's *W. G.* It was decided to alter the road boundary count, two poles being erected, and hits outside them were to count 4 instead of 6, and inside 2. His Excellency the Governor arrived on the ground before play began, and a number of ladies were also present. The H.K.R. band played during the afternoon.

Glasford and T. Hubback went to the wickets at 11 a.m. to the bowling of Mann and Lanning. Hubback cut the second ball for a single and Glasford made a double off the fourth ball by a hit towards the barracks boundary. O. V. Lanning bowled from the northern end and Hubback gave a chance for a catch to Mann. Off the next ball he pulled a single. Tysack did not turn up for some time, but Neubrunner (Straits) took his place in the field at short leg. A leg bye off Mann was the next score and then Glasford cut him to leg for a single. Hubback next played Mann between the post for 2, and the first to went up on the board, Glasford drove Lanning for a single and Hubback lifted the same bowler out to the rails for 2. A pretty cut by Glasford sent Mann to the Road boundary for 4. A nice hit by Hubback drove Lanning to the road for 4. A single by Hubback, and a boundary by Neubrunner, the score was 10 for 1. Hubback then took his place in the field at short leg. 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Intimations

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MAKITA MARU R. Nishino	Kobe and Yokohama	MONDAY, 15th November, at 4 P.M.
IDEHAI MARU R. Nishino	Kobe and Yokohama	FRIDAY, 19th November, at 4 P.M.
SHINDAI MARU C. Olsen	VLADIVOSTOK, via SHANGHAI, CHIFU, CHEMULPO, NAGASAKI, FUSAN and GEMAN.	FRIDAY, 19th November, at 4 P.M.
TOKIO MARU E. W. Haswell	NAGASAKI, Kobe and YOKOHAMA	MONDAY, 22nd November, at 4 P.M.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON and ANTWERP, via STRAITS (Transshipping Cargo for JAPA Ports), COLOMB and PORT SAID.	FRIDAY, 26th November, at 4 P.M.
OMI MARU C. Young	SIDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th November, at 4 P.M.
HIROSHIMA MARU N. Ono	BOMBAY, via SINGAPORE (Transshipping Cargo for JAPA Ports), and COLOMB	TUESDAY, 30th November, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7 Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 12th November, 1897.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES
FOR
MILITARY EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

Amusement.

HONGKONG VOLUNTEER CORPS.

PROMENADE CONCERT.

A PROMENADE CONCERT will be held at the Volunteer Headquarters on TUESDAY, the 16th instant, in Honour of the STRAITS, SHANGHAI, and HONGKONG CRUISE.

The following vocalists have kindly promised to assist:—Mrs. Dilly, Mrs. Jewell, Mr. C. H. Crace, Mr. S. H. Smarton, and Mr. R. Bentley. The programme will also include GYMNASIC and MILITARY DISPLAY BY VOLUNTEERS.

THE CELEBRATED SCAMP MINSTRELS By kind permission of Colonel Gordon and Officers, the Band of the West Yorkshire Regiment, under Mr. W. G. Bentley, ARCM, will play during the evening.

A special train will run a quarter of an hour after the concert.

ADMISSION:—\$1.

Tickets may be obtained at Messrs. Robinson and Co.'s Music Warehouse.

G. T. CROOK,

Hon. Secretary.

H.K.V.C. RECREATION CLUB

Hongkong, 9th November, 1897.

Auctions.



GOVERNMENT NOTIFICATION.

No. 453.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the 15th day of November, 1897, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th October, 1897.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 15th day of November, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Matheson Street, East Point, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
Matheson St., East Point.	41.0 ft. x 15.0 ft.	615.0	1.20	1.113

PUBLIC AUCTION

AT VLADIVOSTOK

ON MONDAY, the 22nd November, 1897.

THE Russian Steamer

"VLADIMIR,"

1,154 tons net register, built at ELANSBURG in 1897, and which stranded on the rocks near CAPE GAGOFF, about 47 miles South of VLADIVOSTOK, on the 1st August, WILL BE SOLD, as a wreck, on the above date, for account of the concerned.

For further particulars apply to Messrs. KUNST & ALBERS, Vladivostok.

H. WORKS,

10th October, 1897.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Ports TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFLAIRE & Co., General Managers.

Hongkong, 13th November, 1897.

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"BENLEDI,"

Captain Farquhar, will be despatched as above TO-MORROW, the 14th instant, at 9 A.M.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th November, 1897.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

"MARIE JEBSEN,"

A. Bendixen, Master, will be despatched for the above Ports on or about the 15th instant.

To be followed by the S.S. "ALLGODEN" on or about 15th Nov.

S.S. "VERMILION" on or about 15th Dec.

S.S. "YARROWDALE" on or about 15th Dec.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 9th November, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 16th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th November, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports on TUESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFLAIRE & Co., General Managers.

Hongkong, 12th November, 1897.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain K. H. Senberg, will be despatched for the above Ports on TUESDAY, the 16th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 12th November, 1897.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain Mogridge, will be despatched on TUESDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1897.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain H. Bleker, will leave for the above Ports on or about WEDNESDAY, the 17th instant.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 11th November, 1897.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN,"

Captain E. Prehn, goes here with the outward German Mail about TUESDAY, the 16th instant, will leave for the above place about 24 hours after arrival.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 11th November, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK,"

Captain C. de La Perelle, will be despatched as above on or about the 17th November.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 8th November, 1897.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

"CROMARTY,"

to sail about 20th November, 1897.

S.S. "SIEK," to sail about 17th Dec. 1897.

S.S. "PORT ADRIAN," to sail about 17th Dec. 1897.

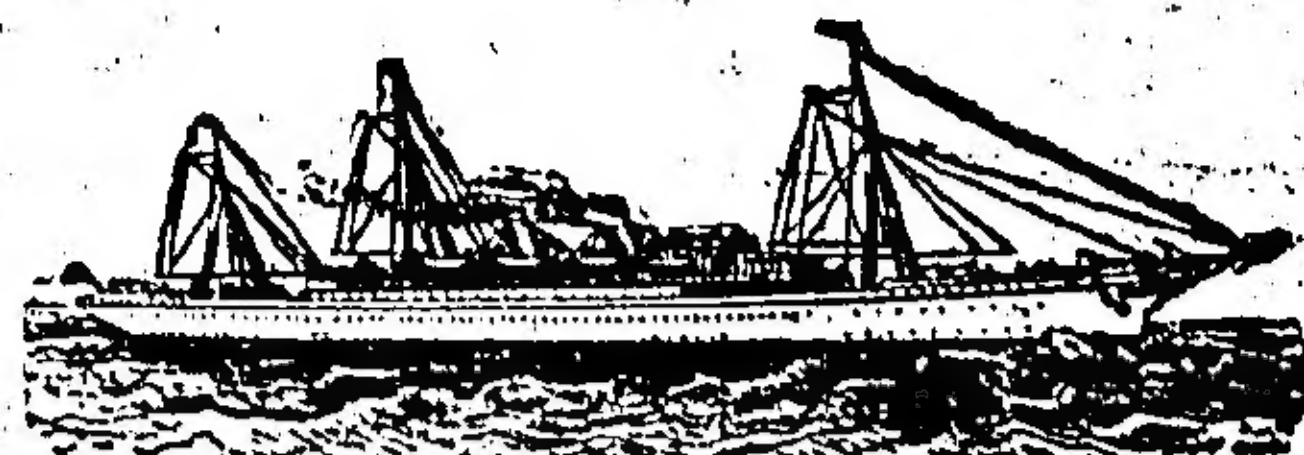
For Freight or Passage, apply to DODWELL CARLILL & Co., Agents.

Hongkong, 11th November, 1897.

Mails.

CANADIAN-PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 22nd December.

EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R...WEDNESDAY, 19th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 5, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent,

Fidder's Street.

Hongkong, 11th September, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 27th Nov., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 16th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 6th Jan., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 18th Nov., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 7th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 28th Dec., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 18th Nov., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHBYEN'S GENUINE COMPOSITION EXPLODANT BRAND.

HARTMANN'S GREY PAINT.

DAMLER'S PATENT MOTOR LAUNCHES &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 12th Nov. 1897.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 27th Nov., at Noon.

Paw (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 16th Dec., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 6th Jan., at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th November, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID"

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,

Near Ballinger.

Hongkong, 24th March, 1897.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, FRANKFORT, CONSTANTINOPLE and ALEXANDRIA PORTS.)

THE Steamship

"ANCONA,"

Captain W. D. Mudge, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 18th Nov., at Noon; taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. India, leaving that Port on the 11th December for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 5th November, 1897.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,167 | J. Panten, R.N.R. | Nov. 30.

Olympia | 2,608 | J. Truebridge | Dec. 27.

Columbia | 2,605 | A. Gov. | Jan. 11.

Tacoma | 2,549 | A. Dixon | Feb. 1.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lombard | 4,180 | C. Raison | Nov. 1